



Clear and sunny
High 76, Low 52

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Mostly Cloudy
High 63, Low 52

Dyess Global Warrior

October 21, 2005

Dyess Air Force Base, Texas VOLUME 1, NUMBER 41

A professional team, delivering bombing, airlift support, training and combat support to combatant commanders... anytime, anywhere

Leading B-1 Advancements



Senior Airman Adam Ficca, 7th Maintenance Group loading standardization crew member, prepares to lock in the first joint air to surface standoff missile into the intermediate bay of a B-1 bomber Oct. 7. The load his and one other team performed was the first full JASSM load at Dyess. The two load crew teams set the standard for future JASSM loads.

Weapons load crew performs Dyess' first full B-1 JASSM load on flightline



Story and photos by
2nd Lt. Elizabeth Campanile
7th Bomb Wing Public Affairs

Two Dyess skilled weapons load crews of four each, eight 2,000-pound joint air to surface standoff missiles and one B-1 bomber – all were components that made the first-ever full JASSM load on a B-1 at Dyess successful Oct. 7.

The two crews, one of them the elite weapons load crew on base, which consisted of Master Sgt. Kim Campbell, 7th Maintenance Group loading standardization crew chief and LSC members Tech. Sgt. Jerry Shelton, Tech. Sgt. Brian Carnes, Staff Sgt. Thomas Perry, performed the first JASSM load in order to assess

the nature of the job, the amount of time it would take them and overall scope of the task.

At the same time, the second 7th MXG LS crew, which consisted of Staff Sgt. John Fetting, Senior Airman Adam Ficca, Senior Airman Thomas Anderson and Airman 1st Class Marlon Reeves, practiced loading the JASSM in preparation for the upcoming operational readiness exercise.

"The event showed us a lot of things – it was a truly learning experience, first of all, because this is a weapon that has just received initial operating capability and no one

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Photo by Senior Airman Cassandra Locke

Airmen transport supplies in Chaklala, Pakistan, from a C-130 to a hangar where relief aid is stored before it is sent out to people in need.

Dyess Airmen support OEF, humanitarian mission — all in one trip

By Senior Airman Cassandra Locke
379th Air Expeditionary Wing Public Affairs

CHAKLALA, Pakistan – The 745th Expeditionary Aircraft Maintenance Squadron from the 379th Air Expeditionary Wing in Southwest Asia picked up supplies in Bahrain to deliver to Pakistan Oct. 15 – but that's not all.

From Pakistan, the C-130 Hercules crew, who is deployed to Southwest Asia from the 39th Airlift Squadron at Dyess Air Force Base, Texas, flew to Manas Air Base, Kyrgyzstan, to transport more cargo to Bagram Air Base, Afghanistan, in support of Operation Enduring Freedom.

The crew successfully conducted a humanitarian, combat and combat support mission all in one trip.

Senior Airman Brandon Alonzo, 745th EAMXS loadmaster said, "We're just doing what we've been trained to do."

The 745th Expeditionary Airlift Squadron crew delivered about 15,000 pounds of medical supplies, portable restrooms, blankets, sleeping bags and other aid supplies to Pakistan in support of earthquake relief victims.

"It felt good to help out in a situation where most people wish they could," said Senior Airman Johnny Rivera, 745th EAMXS loadmaster, who felt devastated when hearing about the earthquake and its aftermath on the news. More than 40,000 are dead and 62,000 injured in Pakistan alone as a result of the disaster.

This crew has flown about 40 to 50 missions while deployed to Southwest Asia and this is one of the few humanitarian missions the crew conducted. The best part of performing two separate missions in one trip is knowing your hard work will have a positive effect on people's lives for many years to come, according to Maj. Tony Bevis, 745th EAS navigator.

"We are in a position to help out people in need, and this was one of my most satisfying (missions) because we helped out in such a direct way," he said.

Air Force cargo aircraft are still continuing to supply aid to Pakistan while meeting the challenges of weather and terrain. October 15 marked the sixth straight day since the U.S. began transporting aid to the devastated region.

317th AG deploys

By 1st Lt. Brandon Pollachek
7th Bomb Wing Public Affairs

The parking lot outside of the deployment control center was once again full of Airman wearing desert battle dress uniforms and flight suits while saying goodbye to their friends and families as they prepared to depart Dyess, Tuesday.

About 250 Airman from the 317th Airlift Group began a four month deployment to Southwest Asia in support of the continuing Global War on Terror.

Many of those who deployed are veterans of the experience and had deployed during this same time last year. They will perform C-130 airlift and maintenance operations for both Operations Iraqi and Enduring Freedom.

Although the group has had extensive deployment experience many still find the experience challenging yet they are excited to continue to do their part.

"This was my second deployment so I know what to expect but it will be a little different because I've recently married," said Airman 1st Class Michael Converse, 317th Airlift Maintenance Squadron. "It is really tough to leave but it is lot of fun over their and a great opportunity to get close with your co-workers and friends."

The group will replace another set of Team Dyess Airman that deployed in June and are set to return in the next week.

Force shaping board to meet in '06

By Master Sgt. Mitch Gettle
Air Force Print News

WASHINGTON – A force shaping board will convene in 2006 and continue to meet annually to properly shape the officer corps to meet emerging Air Force needs.

Instituted by the Air Force, the board will be a regular aspect of force management and development in the future.

Authorized by the Secretary of the Air Force, the board convenes at the Air Force Personnel Center at Randolph Air Force Base in April.

Force shaping efforts started in 2004 and evolved in an effort to meet congressionally mandated fiscal year end strength requirements

and maintain a balanced force.

"The force shaping board is another aspect of our force management and development," said Brig. Gen. Glenn F. Spears, Air Force director of force management policy. "We must have a balanced force of officers and enlisted Airmen to meet the missions of today and tomorrow."

The Air Force began fiscal year 2006 with a force imbalance. It was under strength by approximately 6,000 enlisted and over strength by approximately 3,000 officers.

A current excess of nearly 4,000 officers – primarily from the 2000 to 2004 commissioning years – make worse the imbalance and has a long-range impact on the effective development of the officer corps and the ability to access sus-

tainable numbers of enlisted Airmen. Despite an aggressive voluntary force shaping campaign, the Air Force has not achieved the balance of officer to enlisted Airmen through existing voluntary means.

Congress recently gave each service secretary increased authority to proactively manage their junior officer corps through force shaping efforts.

"The Air Force values the service and sacrifice of all Airmen who volunteer to serve, and separating officers is a difficult decision that we do not take lightly," General Spears said. "This first force shaping process will 'select-in' approximately 7,800 line officers commissioned in 2002 and 2003 to

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really has much exposure loading it,” said Chief Master Sgt. Ernie Valencia, wing weapons manager. “In this way, we set the standard for real-world deployments as well as OREs and operational readiness inspections.”

The two crews simultaneously loaded missiles during the dual loading operation, one loading eight missiles in the intermediate bay while the other loading two in the aft bay. The load took one Airman on a munitions lift truck to transport the missile from its carrier, one to guide the transportation of the missile from its carrier as it was raised into the weapons bay and another two to perform the actual lock-in.

“We performed beyond our expectations and even exceeded the initial Air Combat Command time of about three hours to load a full bay,” said Sergeant Campbell.

But as with any new technology and task, the crew realized there are bugs to be worked out in the process, dealing with safety and other considerations.

“It’s a tough job,” said Sergeant Shelton. “The safety of our Airmen is a big concern when we’re working with such heavy objects and dangerous heights.”

The Airmen loading the missiles must stand on ladders that raise them between eight and 12 feet above the ground; in addition, the load crew member must perform a blind load to lock in the last missile.

“After the first seven missiles



Above: (right) Master Sgt. Kim Campbell, load crew team chief, navigates as (left) Master Sgt. Thomas Perry, load crew member, operates the “jammer,” which transfers the joint air to surface standoff missile from its carrier to the B-1 for loading.

are loaded, our folks have to lock in the last missile simply relying on their instincts and their sense of where everything is. They’ve got inspection mirrors and team members that help keep watch, but it’s a tricky job,” Sergeant Campbell said.

Sergeant Campbell and Sergeant Shelton, who have also trained LSC crews from Ellsworth Air Force Base, S.D. – the only other base B-1 base – are considered the “forefathers” of the base LSC team and led Team Dyess to the accomplishment.

“The success of loading the JASSMs really depends on orchestrating all the crewmembers’ movements and everyone knowing their individual responsibilities

well,” said Sergeant Shelton.

“All team members have to be

get within three meters, is a precision

cruise missile designed for

“The importance of this accomplishment is the fact that our B-1 crews will have better standoff capability—the ability to eliminate the nation’s enemies while minimizing the danger to the aircrew.”

Senior Master Sgt. Robert Kurucz
B-1 weapons standardization superintendent

on the same page,” he said. “They’ve got to know what they need to do and what everyone else is doing and be prepared for anything that might happen.”

The JASSM, which has accuracy so precise it can strike its tar-

get within three meters, is a precision cruise missile designed for launch from outside area defenses to kill hard, medium-hardened, soft and area type targets.

The B-1 can hold up to 24 JASSMs or combinations of missiles, to include the JASSM. Other airframes that can employ the

JASSM include the B-1, B-52 Stratofortress, B-2 Spirit and fighter aircraft.

With all the upgrades the B-1 has undergone to advance its weapons capability and lethality, “smart” weapons technology help make the B-1 more advanced, said Staff Sgt. Christopher Rasco, B-1 weapons academics instructor.

“The JASSM is equipped with a global positioning system-aided inertial navigation system, which it receives its coordinates from midcourse,” he said. “It is then guided to the precise location of its target using its onboard imaging infrared seeker through a seeker window at the nose of the missile.”

And once the B-1 launches the precision missile, the bomber crew can literally rest easy because the JASSM takes care of itself: it holds its own fuel and is equipped with low observable technology.

“The JASSM’s low observable capability is just another testament to the great advancements in technology.”

“The importance of this accomplishment is the fact that our B-1 crews will have better standoff capability—the ability to eliminate the nation’s enemies while minimizing the danger to the aircrew,” said Senior Master Sgt. Robert Kurucz, B-1 weapons standardization superintendent. “The advanced technology enables our aircrews to launch missiles on targets more than 200 nautical miles away, giving air crews and the B-1 a much better rate for survivability.”